

and the disconcerted corners were called into the room and Gov. Smith, acting as spokesman, explained what had transpired. When he had finished the Mayor groaned heavily and sighed "Amen."

Brother was asked if he was hopeful of a settlement of the strike. "Of course I am hopeful," he replied, "but that is all. We are a hope of a settlement, but hope and reality are two separate things."

Some one asked the Mayor, if he was satisfied with the way things were going, and he entered into an explanation regarding the difference between satisfaction and contentment, telling a humorous story to illustrate the point.

It was apparent that the representation of the Committee was exceeding wrath over the placing of the Judicial ban upon their organization. These men made it perfectly plain that the proposals which they had made were of a nature that would be the membership of their union, but merely by the executive council. They said, however, that they had no doubt that the members would approve of the terms, and they asked official sanction for the increases asked for.

Earlier in the day Receiver Garrison issued a statement from the offices of the Brooklyn Rapid Transit Company that was of much the same nature except that he omitted reference to the Amalgamated Association.

"Until the men come back to work," he said, "there will be no increase in fares. It is not a question of the fare table. There will be time after the return for negotiations on that point. They are now outlaws and we will not deal with them."

The Mayor then charged the men with having broken every agreement they had made, and said that the company could not deal with Shea or Fidler, both of whom, he asserted, "had violated their trusts."

Engineers' Brotherhood Loyal.

The receiver also said he had been assured by members of the Brotherhood of Locomotive Engineers and the Signal and Towsmen that they do not intend to join in the strike. Members of this brotherhood are now running elevated cars, and the Mayor said that the union prides itself upon living up to the terms of its contracts with employers, and they could not call a sympathetic walkout without breaking these contracts.

The strike of the elevated lines operating through cuts in South Brooklyn and on the Coney Island routes has been discontinued at the request of the brotherhood because of the danger to the public. The Mayor said that he had their trains through these places where strikers may rain missiles on them from above.

When Fridger heard of Receiver Garrison's statement he made the following comment to make. "It would be obviously improper for me to discuss the matter," he said, "while the Mayor is conducting negotiations."

The Mayor's statement of the surface car men's local was less reserved. The language he used about it is unprintable. Other representatives of the union resented the term "outlaws."

The Mayor said that the strike was successful in its operation of surface cars yesterday than on the preceding day, when it first attempted to start them with strike breakers in charge. It opened the day with a strike of the elevated cars, with eighty trolleys, or five more than had been put in operation at any time Wednesday. At the evening rush hour the elevated cars were running on eight lines and 152 elevated and surface cars were running on thirteen lines. They were much better patronized than on the preceding day, as the public had been inclined to believe that the strike was an anticipation of serious disturbances, but had largely overcome its fears.

The rush hour table of surface cars showed the following number of cars in operation: Fulton street, 15; Flatbush-Seventh, 20; Park slope, 20; Flatbush avenue, 30; Greene and Gates, 25; Richmond Hill, 13; Putnam and Fulton street, 25; and on the Williamsburg line there were 100 cars.

The trains in operation over the following elevated and subway routes were as follows: Fulton street, 15; Ridge-wood, 10; Lexington avenue, 10; Herald square, 10; 42nd street, 10; West End, 18; Brighton, 22; Fourth avenue, 13; Culver, 12; Bay Ridge, 6; Brighton-Franklin, 13; Jamaica-Chambers street, 10; Hudson-Chambers street, 10.

The schedule of operation for to-day calls for the opening of twelve lines that have been tied up since the declaration of the strike. The lines to be operated are as follows: Fulton street, 15; Flatbush-Seventh, 20; Park Slope, 20; Fulton street, 25; Greene and Gates, 30; Richmond Hill, 20; Putnam and Fulton street, 25; and on the Williamsburg line there were 100 cars.

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LONGSTAKE STRIKES

Brooklyn Longshoremen Hoot England and Cheer for MacSwiney.

SPREADS TO OTHER CITIES

Boston, Philadelphia and New Orleans Take Strike Votes. Leaders Announce.

Two thousand longshoremen employed on Brooklyn piers where British ships were docked, after waiting since early afternoon, joined the waterfront strikers' picket line today to hoot for England and applaud for Ireland and MacSwiney.

The strikers met last night at Veronica Hall, Barrow and Washington streets, Manhattan. It was announced that the longshoremen's strike was sweeping the Atlantic and Gulf ports and that British shipping was boycotted. Francis Ryan, chairman of the meeting, read telegrams from Boston, Philadelphia, New Orleans, New York, Newark, Galveston, St. Louis and other cities announcing results of strike votes.

"Labor throughout the world will refuse to load British ships," shouted Ryan, amid tremendous yelling.

The longshoremen were addressed by Patrick McGovern, Helen O'Reilly, one of the pickets at the British Consulate, and Dr. Gertrude E. Kelly. McGovern announced that the matter was "far from the altar of labor," and aroused applause. Miss O'Reilly concluded her speech by offering a prayer for MacSwiney.

There was no communication of the Brooklyn strikers with those of Manhattan, but it was said the strike will be prosecuted independently. About 1,000 Brooklyn dockmen refused to quit, it was said.

The Executive Board of the Atlantic Division, International Longshoremen's Association, after a conference at the Marlborough Hotel, issued an appeal to the strikers to return to work, stating that the union would be dissolved and the breaking of the working agreement, which does not expire until October 1.

The board criticised severely individuals who were the cause of the strike, who caused longshoremen as their tools in the accomplishment of political ends.

CONTRACT DENIED

STRIKERS

Continued from First Page.

Text by the representatives of the miners, whose scale committee will meet here tomorrow for the purpose of asking that the wage agreement be reopened and the mine workers given such further increases as was done in the case of the bituminous coal diggers.

The scale committee went on record in a statement to the operators that the miners were not in the matter of "break" being unsatisfactory, that it was economically unsound, disturbed the different industries, straddled the real issues, would cause confusion and react against harmony and cooperation.

The miners were prepared to present new demands at once, but it is understood the operators let it be known they were there for one purpose and that was to accept the award as approved by President Wilson, and that if the workers had anything further to communicate it would have to go through the operators as the present scale committee felt they had no authority to receive new demands.

It was said the miners' scale committee might decide tomorrow to communicate directly with President Wilson, requesting him to have the wage agreement reopened.

One thing agreed to which was not a part of the award and which caused a great deal of concern was that it was to be given the operators to pay the back wages due the men under the retroactive terms of the award. The miners insisted upon a thirty day limit and the operators refused to give them more than fifteen days because of the tremendous task of figuring out the increases on hundreds of thousands of individual pay statements covering ten pay days since April 1.

Back Pay in Forty-five Days.

A compromise finally was reached providing that the back pay is to be paid in forty-five days, or less, before October 16, or forty-five days.

Coal operators to-night said they were inclined to believe certain union leaders were not averse to the men failing to return to work, but they would predict belief pointed out that in places where the men are 100 per cent. organized and the union has a complete control no effort has been made to keep the men at work.

Whether the situation with regard to increased coal production will rapidly improve now that the award has been signed after six months of negotiation is a question that no one would predict. It was felt in some quarters that the men, eager to receive the back pay will return to work and that after Labor Day there will be a general resumption of mining.

It was said the operators generally were not unanimous to have their scale committee sign the award in the face of the suspension of mining, and that the men would return to work and be liable by the agreement. In the Schuylkill region, it was said, pump runners had been killed, endangering the mines from flooding.

A complication in the present situation is the action of so-called insurgent mine workers in adjoining regions. The report is that they are making an outgrowth of the last election for district president of the miners' union in the Scranton-Williamsport region. The insurgents have taken the election for district president and are now opposing the policies of the miners' regular organization. Phil Murray, international vice-president of the miners' union, worked in the background and participated to-day in the signing of the new wage agreement. He is in touch with the situation and has reported to the national body with a view of clearing up the differences within the organization in the district.

Terms of Wage Award.

Under the award accepted to-day, contract miners will receive an increase in pay of 12 per cent., men employed by the day, known as company men, 20 per cent., and men who own their own labor 25 per cent.

**COX-GOMPERS PLOT
IS SEEN BY LABOR**

Attempt to Swing Organization to Democrats Denounced by Leader.

POTTS HEADS A REVOLT

Vice-President of Carpenters Brotherhood Says Stand Is 'Absurdly Unfair.'

Asserting that labor could not be swung into the Cox camp by "camouflaged Democrats," John Potts, vice-president of the International Brotherhood of Carpenters and Joiners, revolted yesterday against the effort of Samuel Gompers, president of the American Federation of Labor, to swing organized labor to the support of the Democratic Presidential ticket.

Mr. Potts branded the Gompers statement as "absurdly unfair" and then said:

"In lauding the Democratic platform and the Democratic nominee he is proving that many of us have long suspected—that his so-called 'non-partisan' campaign committee is merely a tail to the kite of the Democratic party. His analysis of the Republican platform bristles with his misstatements. He alleges that the Democratic party platform is far more favorable to labor. But where? Let us cite the clauses.

"He indicts the Republican platform for 'denying the right to strike against the Government.' But what does the Democratic platform state on the same subject? With regard to Government service we hold distinctly that the rights of the people are paramount to the right to 'strike.' There is here only a difference in wording; the substance is identical with the Republican platform, but

Mr. Gompers investigated against the one and accept the other."

There was received at Republican headquarters yesterday a Minneapolis paper carrying an advertisement paid for by Thomas Willing Hicks, president of the Scientific Farming Machine Company, in which he lampoons the mythical \$15,000,000 fund "discovered" by Gov. Cox, and protests against "being further ignored by the committee which Mr. Cox says is collecting \$100,000 of this sum in Minneapolis."

"If it takes that much money (\$15,000,000) to overcome the entrenched officeholder-bureaucratic - Wilsonian-Baker-Burleson-personal domination of the affairs of the great American Government," Mr. Hicks adds, "then so let it be; let's all get together and raise the necessary amount."

Republican leaders here see in the attempt of the Democratic leaders to make people believe that the book on Republicanism published by the Albany Evening Journal was intended as a means of gathering money for the campaign a plain indication that a desperate effort is being made to cover up the retreat from the exploded \$15,000,000 fund charges of Gov. Cox. Former Senator John W. Weeks said at headquarters yesterday that it was silly to think that any one would believe such a wild story.

CANADA GETS COAL AS OHIO SUFFERS

Protests in Shipments Heard by Commerce Board.

CLEVELAND, Sept. 2.—Thousands of tons of coal are going into Canada while Northern Ohio faces a shortage. It was charged to-day at the conference of representatives of several Ohio cities, the Interstate Commerce Commission and coal and railroad officials, who were considering a plan to modify prior No. 10, the Interstate Commerce Commission, which gives priority to lake shipments of coal.

Representatives of Ohio cities sought to have the order modified so they could obtain some of the coal shipped to the head of the lakes. They also charged that coal is being shipped into Detroit and other nearby cities by water, a condition which was not contemplated in the Commerce Commission's order.

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HELICOPTER RUSHED TO S-5 AT BOTTOM OF SEA

Continued from First Page.

sel. It is presumed that the machinery for changing the air in the vessel was damaged in the accident that caused her to submerge, as under ordinary circumstances, if the machinery is working properly, a vessel of the type of the S-5 can stay under water for several days without injury to her crew, other than inconvenience.

The naval authorities announced early this morning that the regale ship Bridgeport, the destroyer McDougall and the Algerina, a seagoing tug, had been sent to the aid of the destroyer from New York harbor shortly before 11 o'clock last night. Similar vessels have been sent from other points along the Atlantic coast. The Bridgeport carried apparatus for raising the submarine and for cutting through her hull so that imprisoned crew could be released.

According to the August naval district report the commander of the S-5 is Lieutenant-Commander C. M. Cooke. The directory also gives the titles of officers as Lieutenant (junior grade) O. F. Orlinham, and Ensign J. B. Longman. Information received from the navy yards, however, stated that she had by two officers aboard. The S-5 was built at the Fore River yards of the Bethlehem Shipbuilding Corporation at Quincy, Mass., and is of the latest type.

The accident to the S-5 recalls the disaster in Honolulu harbor on March 25, 1915, when the F-4 submerged two miles out of Honolulu harbor and did not rise again. For five months tugs and wrecking crews worked in the vicinity in vain efforts to raise the sunken submarine. She was finally towed ashore in two pieces August 25. In the course of the first efforts to raise her Diver Agreements went down 244 feet, establishing a record in deep sea diving. Lieut. Alfred L. Ede, commanding, and twenty-five men were lost on the F-4.

Canal Traffic Record Broken.

PANAMA, Sept. 2.—All traffic records since the opening of the Panama Canal were broken during the month of August. Three hundred ships passed through the waterway, the tolls aggregating \$956,200.

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